



## Keystone-Port Townsend Ferry Terminal Improvement Project

“I cannot attend the meeting, but wish to be kept informed of the environmental review process.”

Comments: \_\_\_\_\_  
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Contact Information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_

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COME TO A MEETING  
KEYSTONE  
DECEMBER 16TH  
PORT TOWNSEND  
DECEMBER 17TH



## PROJECT SCOPING MEETING/NOTICE OF INTENT/ DETERMINATION OF SIGNIFICANCE

Washington State Ferries (WSF) is beginning an environmental review process to examine potential alternatives for improving the Keystone and Port Townsend Ferry Terminals. Your participation is encouraged at the first official public meetings in the environmental review process under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA).

### Keystone-Port Townsend Ferry Terminal Improvement Project

#### WHAT’S THE NEED FOR THE PROJECT?

The 76-year-old vessels currently serving the Keystone-Port Townsend ferry route are scheduled for retirement. They will be replaced in the next few years with the Issaquah 130 Class vessel or other vessel with similar characteristics. The Keystone Harbor and Terminal and the Port Townsend Terminal as they exist today cannot accommodate a larger vessel. Substantial modification of the Keystone Harbor itself and modification or relocation of the Keystone Terminal is necessary to accommodate replacement vessels for the aged ferries. Modifications to the Port Townsend Terminal will also be required. These larger vessels will be compatible with WSF’s goal to create a standardized and interchangeable fleet to promote reliable and efficient service across the system. These modifications will also reduce the number of cancelled sailings; currently the Keystone-Port Townsend route has more cancelled sailings than any other route in the WSF system.

#### WHAT IS BEING CONSIDERED?

WSF is considering modifications or other substantial changes to the Keystone Harbor and Terminal and Port Townsend Terminal that will allow larger, standardized vessels to serve the Keystone-Port Townsend route providing for increased efficiency, operational reliability and safety.

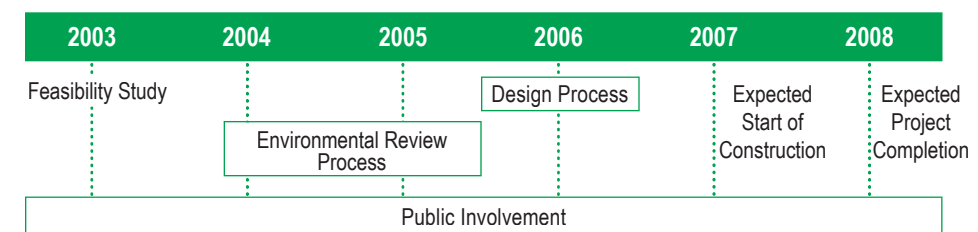
#### PROJECT BACKGROUND

The Steel Electric vessels serving the Keystone-Port Townsend route are the oldest ferries in WSF’s fleet. These vessels have pre-World War II vintage car decks, limited car and passenger carrying capacity, and they require significant capital investment in order to maintain safe operations. WSF has decided for reasons of efficiency, operational flexibility, safety, reliability, and cost-effectiveness to replace the Steel Electric vessels with larger vessels that are standardized and interchangeable. A standardized vessel provides greater operational reliability for the system as a whole because vessels can be shifted from one route to another during

periods of routine or emergency maintenance. Having a standardized, interchangeable vessel also provides substantial efficiencies throughout the ferry system in terms of parts, maintenance, and training.

Other terminals throughout the WSF system can accommodate larger, standardized ferries. The Keystone-Port Townsend route has been limited to using the old Steel Electric ferries because of the constraints of Keystone Harbor, which currently does not allow a larger vessel to navigate the shallow water.

In 2002, WSF commissioned a feasibility study to examine the potential for relocating the Keystone Ferry Terminal to a site outside of Keystone Harbor. As part of the feasibility study, WSF held meetings with the community, public agencies, and tribes to elicit stakeholder input regarding the potential Keystone Ferry Terminal relocation and to identify any fatal flaws that could preclude further environmental review (no such flaws were found).



POTENTIAL IMPACTS

≈ Environmental sensitivity of Keystone Spit (i.e. cultural resources, Crockett Lake, birds, plants, aesthetics)

≈ Traffic

≈ Fish habitat

≈ Visual and noise

≈ Use of park and recreational resources


≈ Tell us what you think!

NEXT STEPS

WSF is beginning a National Environmental Policy Act (NEPA) / Washington State Environmental Policy Act (SEPA) process for the proposed Keystone-Port Townsend Ferry Terminal Improvement Project. The NEPA/SEPA process is intended to help public officials make decisions that are based on an understanding of environmental consequences, including community impacts, and take actions that protect, restore, and enhance the environment. This includes evaluation of project alternatives or mitigation measures that will reduce potential environmental impacts.

**WE NEED YOUR INPUT!**

Please attend an upcoming public scoping meeting to help us identify important issues to be studied in the environmental review process. If you cannot make the meetings, please fill out and return the enclosed postcard.



WE WILL BE IN YOUR COMMUNITY:

KEYSTONE  
DECEMBER 16TH  
6:00 - 8:30 p.m.  
Coupeville High School,  
Performing Arts Center  
501 South Main Street  
Coupeville, WA

The meetings will begin at 6:00 p.m. with an open house, followed at 7:00 p.m. by an informational presentation and question and answer period. A court reporter will be available to take oral comment.

PORT TOWNSEND  
DECEMBER 17TH  
6:00 - 8:30 p.m.  
Pope Marine Building  
Corner of Water and  
Madison Streets  
Port Townsend, WA

the public are invited to comment on alternatives, probable impacts, mitigation measures, and permits and approvals that may be required. Comments can be submitted by mail, e-mail, or in person at public and agency scoping meetings.

PROJECT SCOPING AND  
HOW TO SUBMIT COMMENTS:

Project scoping is designed to identify important issues to be studied in the NEPA/SEPA process. WSF invites all interested parties to submit comments on the scope of the proposed project. Agencies, affected tribal governments, and members of

RESPOND IN WRITING TO:

Celia Schorr, Public Education and Outreach Manager  
Washington State Ferries  
2911 2nd Avenue  
Seattle, WA 98121-1012  
Via e-mail to [keystone-ptproject@wsdot.wa.gov](mailto:keystone-ptproject@wsdot.wa.gov)

Please provide your scoping comments by **January 16, 2004**. Written comments may also be submitted in-person at the December 16 and 17, 2003 scoping meetings.

**Americans with Disabilities Act Information**—Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Celia Schorr (206) 515-3918. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1-800-833-6388, or Tele-Braille at 1-800-833-6385, or Voice at 1-800-833-6384, and ask to be connected to the event sponsor’s phone number.

**Title VI Information**—It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT’s Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO’s Title VI Coordinator at (360) 705-7098.

WE NEED YOUR INPUT!



A pre-addressed postcard is attached for your convenience. Please fill it out with your comments and include your name, street address and/or e-mail, if you would like to be added to the project mailing list. You may also e-mail the project at [keystone-ptproject@wsdot.wa.gov](mailto:keystone-ptproject@wsdot.wa.gov)

Please cut along dotted line

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Stamp Here

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